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CENTRAL INTELLIGENCE
 INTELLIGENCE REPORT

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SUBJECT Eoka Airfield and Flying School

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SUPPLEMENT 1 diagram

ORIGIN

A. Eoka Airport

1. The Eoka airport is directly northwest of the town of Eoka. It consists of a large rectangular plain 6 km. long and 4 km. wide. A runway about 4 km. long and 30 meters wide extends diagonally from the southern end to the northernmost angle of the field. Perpendicular to and joining this runway are six or seven other runways on the west toward the Petrovgrad road, which runs almost parallel to the field at a distance of about 200 meters.

2. Northwest of the field, at about 200 meters, there is one of the largest sugar factories in Yugoslavia; to the west, near the outskirts of Petrovgrad, there is a brick factory.

3. Between the field and the road are gun platforms built by the Germans but now devoid of guns. There is at present no anti-aircraft defense for the field.

4. Eoka is one of the few airports which has no obstructions and is easily accessible. This may be due to the fact that the peasants plowed and planted the land at the ends of the field immediately after the war. It is likely, however, that they will be driven off the land after the harvest.

5. There are the following installations on the airfield: On the south, to the left, there is a sizable hangar; in the same vicinity there are two wooden huts used as workshops and to the right of them there is a hut used as an aluminum foundry; east of the foundry there is an open space with two underground gasoline storage tanks and an oil tank; near this, and in the open, there are airplane motors and parts waiting to be taken to the workshops; also to the east there is a single-story building used as barracks for the troops and as a mess; likewise to the east there is a space containing five buildings used for the school, and as billets and mess for officers, pilots, and specialists. North of the troop barracks a building was under construction on which German prisoners of war were working. The building is of modern style, with three stories, and will be used for the offices of the airport command and as a billet for transient officers, since Eoka field has been designated as one of the airports to be used by the civilian airlines. The airport command is now lodged near the town in a castle requisitioned from a local nobleman.

6. Gasoline supplies come by train to a small town east of the field, whence they are brought to the field in water-trucks.

7. The Germans built an oil-duct which went from a secondary station in Petrovgrad

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near the sugar factory, to a point on the field east of the main runway, where there were two underground storage tanks. Both the oil-dust and the reservoirs are now in disrepair, however, and are not being used.

B. The Eoka Flying School

8. The Eoka Flying School is located at the airport. In July 1946 the school consisted of two sections - the 1st and 2nd Squadrons. School commander was Maj. Zanko or Canko, about 35 years old, a Slovene, believed to be from Ljubljana.

9. The 1st Squadron was commanded by Capt. Spadir, a Serb, married to a Viennese woman. He is a skilled pilot who was an air force officer during the reign of King Peter. The squadron had 20 planes of the British "Tiger" training type, with two seats, both bi-planes and single motor planes. The insignia was two red stars on the sides of the fuselage, beneath the lower wing and above the upper wing. On the rudder the Yugoslav flag was painted with a red star in the center. The motor was flanked by three cylinders on each side, on the same level. In June 1946 eight of these planes were transferred to the Pancevo Academy and replaced with seven or eight Yak training planes. The Yak plane has two seats, one motor, and is a monoplane with dual control. It is similar to the Spitfire, but is heavier and slightly smaller. It is equipped with a 20 mm. gun, the barrel of which is inserted in the propeller rod, and an 8 mm. machine gun on the right wing. The gun on the left wing had been removed because the planes were to be used for training. The motor has six or eight cylinders of about 1200 HP. The speed of the planes is about 400 km. an hour when new. The planes were brought from Pancevo by Russian pilots.

10. The staff of the 1st Squadron consisted of four second lieutenants. It also included six or seven NCO's 22 to 27 years of age, former pilots of Pavelich's air force who attended a flying course in Italy during the war; two ground crew members without rank who had served first with King Peter's air force and later with Pavelich's air force under the Germans, the ENDH; 25 specialists, all from Africa (except one, who had been with the ENDH), without any rank, each of them having a plane except for five or six who served in the workshops.

11. The 2nd Squadron, commanded by a lieutenant, has nine planes of the American "Harvard" type, two-seater training monoplanes, averaging 350 km. per hour. They are without weapons though the accessory installations are present.

12. The staff of the 2nd Squadron consisted of two lieutenant pilots formerly of the ENDH and a second lieutenant, a native of Ljubljana, also from the ENDH. Of the three noncommissioned pilots, two came from the ENDH and one from Africa. There were thirteen specialists without rank, some of whom had belonged to Pavelich's air force.

13. The pilot training school had been set up first at the Zemunik airfield near Zara, in January 1945, and was transferred to Eoka airfield in October of the same year. It was the first flying school set up in Yugoslavia under Tito. Among those who attended the school were many who had belonged to Pavelich's air force and had then joined the partisans. The refresher course consisted of seven or eight hours in the air, after which the pilots were transferred to the various sections.

14. Beginners took a course consisting of 70-90 flight hours in the Tiger planes, followed by a few hours in the "Harvard" planes, after which they were given their flying licenses and assigned to a section. To be admitted to the course for beginners, the student pilots had to have an elementary school diploma and come from the ranks of the partisans. Many university students attended the school. In July 1946 there were about 70 pupils at the school, all 20 years old except for one who was only 17. They had started their training at Zemunik near Zara.

15. Students at the Eoka school also were taught night flying. Each student has two hours of night flying including two take-offs, two landings, and about 20 minutes of solo flying. During these flights the field is illuminated by petroleum lamps.

16. The following is the school schedule:

At 0600: The pupils are reviewed by the Squadron Commander, who gives flying instructions. Later each instructor takes three or four pupils to each of whom he gives 40 minutes flying instructions, using the dual control. Take-offs and landings are taught first, and later training is given in air acrobatics.

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At 1300: There are lessons in aerodynamics, motors, and navigation, given by flight officers.

At 1830: The Commissar gives a lesson in Communist political indoctrination.

17. The uniforms of the officers and specialists are of khaki color, with insignia of rank worn on the sleeve, though in some instances it is found on the shoulder. There is a red star on the cap. Flight officers and non-commissioned officers wear silver wings on the left side of their chest joined by a red star. Specialists wear no distinctive insignia. Pupil's equipment and uniforms were furnished by England and are identical with that of the RAF. After six months training the pupils are permitted to wear the insignia of a pilot.

18. The base salary of officers is from 1800 to 2200 d. per month. Sergeants receive 600 d. per month, and other higher ranking non-commissioned officers earn a little more. The specialists earn only 100 d. per month. Military personnel doing work requiring a rank superior to the one held receive additional pay. Pupils receive 100 d. per month.

19. Because of the various activities of the Eoka airfield, there is a Service Company on the field consisting of about 40 military personnel under a Croat lieutenant and a Political Commissar officer.

20. In September 1946 the flight control building was finished. To the left of the flight control building, work was begun on a large hangar.

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Diagram of the Eoka Airport, located northwest of the town of Eoka.

Legend:

1. Main runway (4 km. long approximately and 31 meters wide)
2. Secondary runway
3. Hangar
4. Aluminum foundry
5. Wooden buildings used as workshops
6. Underground gasoline storage tanks
7. Oil storage tank
8. Place for keeping motors awaiting repair
9. Wooden building containing airplane machine guns
10. One story building used as troop billet and mess
11. Space containing five barracks, one of which is used as a mess kitchen, two as squadron command headquarters and billet for pilots, and two as billet for specialists.
12. Entrance to airport for specialists only
13. Sugar factory with smokestack
14. Headquarters command building under construction
15. Oil-duct and underground oil storage tanks
16. Brick factory near Petrovgrad
17. Large hangar under construction
18. Control tower (field) under construction

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